

**MINUTES OF THE
TRAFFIC COMMISSION
Monday, August 19, 2013
City Hall, Room 207
5:30 pm**

MEMBERS: Chairperson Matt Kuepers, Vice Chairperson Alderman Thomas Sladek, Lieutenant Karl Ackermann, Victoria Jones, and Daniel Theno

ABSENT: Charles Karow (excused) and Bryan Lipke (excused)

OTHERS PRESENT: Alderwoman Amy Kocha, Alderman Jesse Brunette, and Recording Secretary and Traffic Engineer David Hansen

GENERAL BUSINESS

1. Approval of the minutes from the July 15, 2013 Traffic Commission meeting.

A motion was made by Ald. Sladek, seconded by D. Theno, and carried to approve the minutes from the July 15, 2013 Traffic Commission meeting.

The remaining items were taken in the following order: 10, 2-9, and 11-14.

INITIAL REQUESTS

2. Request by the Traffic Engineer to modify the official heavy truck route map due to the extension of East Mason Street east of Erie Road.

City Traffic Engineer David Hansen stated that E Mason St (County Highway V) was extended from Erie Rd to just east of S Grandview Rd. Prior to the extension, E Mason St ended at Erie Rd, and the truck route connected to Finger Rd along Erie Rd, and then continued east out of the City along Finger Rd. Post construction, Erie Rd no longer belongs on the truck nor does the segment of Finger Rd between Erie Rd and E Mason St.

A motion was made by D. Theno, seconded by Ald. Sladek, and carried:

- A. To remove from the heavy traffic route map, Erie Road from Mason Street to Finger Road
- B. To remove from the heavy traffic route map, Finger Road from Erie Road to Mason Street
- C. To add to the heavy traffic route map, Mason Street from Erie Road to Finger Road

3. Report by the Traffic Engineer of the modified nighttime flash times at the intersection of Henry Street and Deckner Avenue.

D. Hansen presented the results of the nighttime flash time study of Henry-Deckner. Under the new program, the signal will flash all day Sunday, operate from 7 AM to 7 PM Monday through Friday, and operate from 10 AM to 5 PM on Saturday. Total reduction in normal operation, or increase in flashing hours, is 27.5 hours per week. He issued a work order to modify the flash times per directive of Traffic Commission and Council.

Ald. Kocha stated she supports the Traffic Engineer's recommendation. D. Theno stated he supports removal of the traffic signal since the warrant study resulted in the signal not being warranted. Both understood that reprogramming of the flash times was the motion/directive resulting from the discussion.

A motion was made by Ald. Sladek, seconded by V. Jones, and carried to receive and place on file the report of the modified nighttime flash times at the intersection of Henry Street and Deckner Avenue.

4. Request by Ald. Kocha to address speeding concerns and pedestrian safety in the area of Basten Street near Clement Street.

Items 4, 5, and 6 were taken together for discussion and action.

D. Hansen showed maps and photos of the area. He described the existing traffic control devices. There are turn ahead 15 mph signs in advance of the curve at Clement St in both directions, and left and right arrow signs on beam guard, and chevrons at the curve. The Basten St intersections with Ruth, Fred, Peters, and Maccaux Sts are uncontrolled (no YIELD or STOP signs), meaning the standard rules of the road apply. Intersection sight distance is adequate at the intersections looking onto Basten St. No vehicle-pedestrian crashes have occurred within the corridor. There is a playground just S of Basten St and across from the neighborhood. Sidewalk exists on the N side of Basten St and on both sides of all side streets. Although there are no marked crosswalks crossing Basten St at any of the side streets to the park, there is low traffic volume on Basten St and low pedestrian crossings. The GBPD conducted a speed board survey on Basten St, resulting in an average speed of 26 mph and an 85th percentile speed of 31 mph, which are below the thresholds for consideration of neighborhood traffic calming measures.

Ald. Kocha acknowledged the results of the speed and crash surveys, and asked for an opinion on installing YIELD signs at Fred St and at Peters St. D. Theno deferred to D. Hansen, who stated that this situation is not much different than Item 10 which was already discussed. D. Hansen prefers YIELDS over STOPS.

V. Jones stated that installing YIELD signs could increase speeds on a road that residents have speeding concerns. D. Hansen responded that many motorists traveling Basten St don't live on the side streets nor travel southbound to Basten St. They use Basten St as a connector between University Ave and Danz Ave. Traveling Basten St, they wouldn't be required to yield. Not seeing the YIELD signs, their prevailing speeds likely wouldn't change.

Ald. Sladek noted that a double yellow centerline is painted on Basten St, and questioned if its presence could be giving the impression to motorists that this road is more of a highway, not a residential street. D. Hansen stated that centerlines are sometimes painted near curves to keep motorists in their lanes, like near Clement St. D. Theno stated that with the park to the south that a double yellow line prevents vehicles from passing during park game events.

A motion was made by D. Theno to receive and place on file the request to address speeding concerns and pedestrian safety in the area of Basten Street near Clement Street. He also motioned on Items 5 and 6 as noted in the following minutes.

Ald. Kocha suggested a follow up speed survey to learn if speeds increase after YIELD installation since concern was brought up that speeds could increase on Basten St. Lt. Ackermann stated he could see a potential speed increase if STOP signs were installed, but not if YIELD signs were installed. There is a backlog of requests from other alders for placement of speed boards.

Ald. Kocha likes the presence of a double yellow centerline around the curve at Clement St. Lt. Ackermann stated it could act as a traffic calmer as it visually narrows the road.

The motion was seconded by V. Jones, and carried.

5. Request by Ald. Kocha for discussion and possible action on establishing a 1-WAY STOP condition on Fred Street at Basten Street.

Refer to Item 4 for discussion.

A motion was made by D. Theno, seconded by Ald. Sladek, and carried that, on a 90-day trial, to establish a 1-WAY YIELD condition on Fred Street at Basten Street.

6. Request by Ald. Kocha for discussion and possible action on establishing a 1-WAY STOP condition on Peters Street at Basten Street.

Refer to Item 4 for discussion.

A motion was made by D. Theno, seconded by Ald. Sladek, and carried that, on a 90-day trial, to establish a 1-WAY YIELD condition on Peters Street at Basten Street.

7. Request by Ald. Nicholson to modify the school time parking zones on the south side of Robinson Avenue near Wilder Elementary school.

D. Hansen displayed a map of the area near the school, and described the existing parking restrictions. A NO PARKING DURING SCHOOL HOURS zone exists on the school side (no residences) of Robinson Ave while the other side (residential only) is posted NO STOPPING OR STANDING (NSOS) DURING SCHOOL HOURS. He met with the principal and neighborhood association president before the end of last school year to observe the school release period traffic conditions. They are recommending establishing a NO STOPPING OR STANDING zone at the head of the T-intersection on Robinson Ave at Radinz Rd; removing the NO PARKING zone on the S side of Robinson Ave next to the park and part of school property; and preserving the remaining zones. Removing the NO PARKING restriction north and west of the school would allow parents to leave their vehicles and walk to the school to pick up their children. The NSOS restriction would clear up the intersection to accommodate safer pedestrian crossings and accommodate cone placement by school staff.

A motion was made by Ald. Sladek, seconded by D. Theno, and carried to suspend the rules.

Scott Vanidestine (2410 Hampton Avenue) is the Wilder Park Neighborhood Association president and spoke in favor of the request. They are trying to resolve parents parking next to the cones placed on Robinson Ave at Radinz Rd, and find a place for them to park legally and closer to the school doors.

A motion was made by Ald. Sladek, seconded by D. Theno, and carried to return to regular order of business.

V. Jones questioned if a loading or time-limited zone is needed on the S side of Robinson Ave in order to prevent residents from parking there. D. Hansen responded that wide driveways and multiple stall garages exist at the homes along Robinson Ave, which provide ample onsite parking. He didn't think removing the NO PARKING restriction would be an issue, and if it does become one, a loading or time-limited zone could be implemented as part of a 90-day trial recommendation. S. Vanidestine agreed.

A motion was made by Ald. Sladek, seconded by V. Jones, and carried on a 90-day trial:

- A. To establish a NO PARKING 8 AM TO 4 PM SCHOOL DAYS zone on the south side of Robinson Avenue from a point 600 feet east of Edgewood Drive to a point 130 feet west of Radinz Road.

- B. To establish a NO STOPPING OR STANDING 8 AM TO 4 PM SCHOOL DAYS zone on the south side of Robinson Avenue from a point 130 feet west of Radinz Road to a point 35 feet east of Radinz Road.
- C. To establish a NO PARKING 8 AM TO 4 PM SCHOOL DAYS zone on the west side of Robinson Avenue from a point 35 feet south of Radinz Road to a point 335 feet south of Radinz Road.

8. Request by Ald. Brunette for discussion and possible action regarding a change to parking signs on Frank Street in the Rockdale neighborhood.

D. Hansen displayed maps and photos of the area. The north end of Frank St curves into Rockdale St. He stated that there is only one parking zone in this area and it exists on the inside corner of the intersection. He is unsure of the need for the zone other than perhaps WB to SB vehicles were cutting the inside corner and potentially creating a head-on situation with NB to EB vehicles. The intersection is wide enough to accommodate 2-way traffic. No crash record exists at this location.

Ald. Brunette stated that the former home owner at the corner requested the NO PARKING zone to keep Packers fans from parking there on game days according to the neighbor across the street. That home owner no longer lives there, and the property is now rented to new tenants. The neighbor across the street requested the NO PARKING zone to be removed, and the new tenants agreed. Another neighbor had concerns with its removal but could live with it being removed.

D. Hansen stated that the City has an ordinance prohibiting parked vehicles within 15 ft of a curb ramp (one exists within the corner).

A motion was made by Ald. Sladek, seconded by D. Theno, and carried that, on a 90-day trial:

- A. To remove the NO PARKING zone on the east side of Frank Street from a point 35 feet south of Rockdale Street to Rockdale Street.
- B. To remove the NO PARKING zone on the south side of Rockdale Street from Frank Street to a point 35 feet east of Frank Street.

9. Request by Ald. Brunette for discussion and possible action regarding a change to parking signs on Tilkens Street between Tommark and Oneida Streets.

D. Hansen displayed maps and a photo of the area. He stated that residents have reported that Notre Dame students are parking again on Tilkens St since the parking restrictions were removed a couple of years ago. They park on Tilkens St near the intersections of Raymond St and of Tommark St. Both of those streets are posted 2-HOUR PARKING 7-4 SCHOOL DAYS. Students walk the cat walk from Tommark/Tilkens to W Mason St, and cross W Mason St at Maryhill Dr. D. Hansen stated that crossing W Mason St at this location is not desirable, especially given EB traffic has a crest hill at Ridge Rd, and then travel through the Maryhill Dr intersection. Establishing a 2-HR zone on Tilkens St from Tommark St to Spence St may result in more ped crossings at Meacham St, which is signalized with pedestrian accommodations at W Mason St.

Ald. Brunette stated that he lives in the neighborhood and has seen students parking on Tilkens St, which has no parking restrictions. He's had 3 constituents contact him asking for parking signs to be reinstalled. There's only 1 property that has a driveway onto Tilkens St in the request area.

Ald. Sladek questioned why the zone is not being proposed east to Meacham St, which would likely assure that all students parking on Tilkens St would cross W Mason St at Meacham St. D. Hansen agreed with Ald. Sladek. Ald. Brunette has not contacted any residents along Tilkens St from Spence St to Meacham St for their opinion on re-instating parking restrictions, but most constituents requesting the parking zone live between Tommark St and Spence St.

A motion was made by D. Theno, seconded by Ald. Sladek, and carried that, on a 90-day trial, to establish a 2-HOUR 7 AM to 4 PM SCHOOL DAYS zone on both sides of Tilkens Street from Tommark Street to Spence Street.

10. Request by Ald. Sladek, on behalf of neighborhood residents, for the installation of a YIELD sign for northbound traffic on Square Terrace at the intersection with Open Gate Trail.

D. Hansen showed a map of the area, and stated that the intersection is currently uncontrolled (no YIELD or STOP signs present). Divot Pl – which is east of Square Te - tees into Open Gate Tr, is YIELD controlled, and services the same neighborhood. Open Gate Ct – a cul-de-sac which also is east of Square Te - also tees into it, is not YIELD or STOP controlled, and services few residents.

Ald. Sladek stated that the loop of Square Te and Divot Pl is mainly duplexes with over 50 residents, and is relatively busy in the morning. He handed out a map, and elaborated on the neighborhood street network and intersection controls. Open Gate Tr is the neighborhood arterial with pedestrian and bus activity.

A motion was made by Ald. Sladek, seconded by D. Theno, and carried to suspend the rules.

Joe Rabideau (3094 Open Gate Trail) lives at the head of this T-intersection, spoke in favor of the request, and supported the statements of the alder.

A motion was made by Ald. Sladek, seconded by D. Theno, and carried to return to regular order of business.

D. Hansen stated that most motorists travel through T-intersections assuming the minor approach yields to the major approach. Installing a YIELD sign would clarify driver expectancy in this situation. He stated that speeds on Open Gate Tr could increase after YIELD sign installation on Square Te.

A motion was made by Ald. Sladek, seconded by D. Theno, and carried that, on a 90-day trial, to establish a 1-WAY YIELD condition on Square Terrace at Open Gate Trail.

TERMINATION OF TRIAL PERIODS

11. That, on a 90-day trial, to remove the NO PARKING zone on both sides of Lawe Street from Jackson Street to the cul-de-sac east of Jackson Street.

A motion was made by Ald. Sladek, seconded by D. Theno, and carried to remove the NO PARKING zone on both sides of Lawe Street from Jackson Street to the cul-de-sac east of Jackson Street and adopt by ordinance.

12. That, on a 90-day trial, to establish a NO PARKING RESIDENTIAL PERMIT ONLY 8 AM TO 8 PM zone on both sides of Lawe Street from Jackson Street to a point 165 feet east of Jackson Street.

A motion was made by Ald. Sladek, seconded by D. Theno, and carried to establish a NO PARKING RESIDENTIAL PERMIT ONLY 8 AM TO 8 PM zone on both sides of Lawe Street from Jackson Street to a point 165 feet east of Jackson Street and adopt by ordinance.

13. That, on a 90-day trial, to establish a NO PARKING zone on both sides of Lawe Street from a point 165 feet east of Jackson Street to the cul-de-sac east of Jackson Street.

A motion was made by Ald. Sladek, seconded by D. Theno, and carried to establish a NO PARKING zone on both sides of Lawe Street from a point 165 feet east of Jackson Street to the cul-de-sac east of Jackson Street and adopt by ordinance.

14. That, on a 90-day trial, to establish a NO STOPPING OR STANDING 7 AM TO 4 PM SCHOOL DAYS zone on the south side of Crest Lane from Pinehurst Avenue to a point 75 ft west of Pinehurst Avenue.

A motion was made by Ald. Sladek, seconded by D. Theno, and carried to establish a NO STOPPING OR STANDING 7 AM TO 4 PM SCHOOL DAYS zone on the south side of Crest Lane from Pinehurst Avenue to a point 75 ft west of Pinehurst Avenue and adopt by ordinance.

There being no other items of discussion, a motion was made by Ald. Sladek, seconded by D. Theno, and carried to adjourn from the regular order of business. The meeting ended at 6:47 P.M.

The next Traffic Commission meeting is scheduled for Monday, September 16, 2013, at 5:30 P.M. in Room 207.